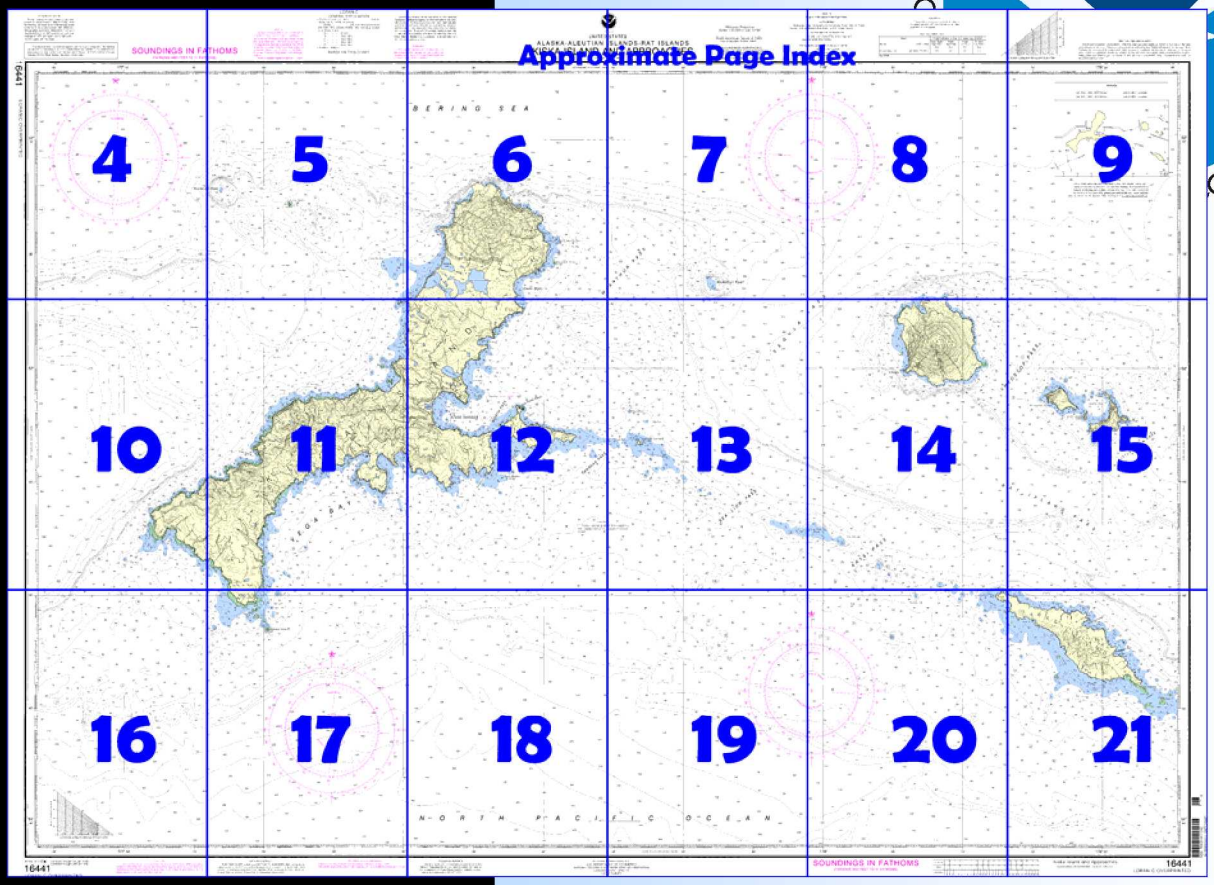
BookletChart™

Alaska Aleutian I, Rat I, Kiska I and Approaches

(NOAA Chart 16441)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

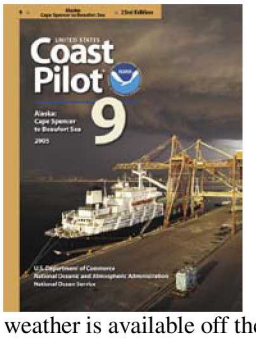
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 7 excerpts]

(1086) Ayugadak Point is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around the rookery.

(1087) **Gunners Cove**, about midway along the N side of Rat Island, has depths of 1 to 12 fathoms, but is not suitable for anchorage. The bottom is smooth rock and the wind funnels through the cove. A prominent 50-foot cataract is at the head of the cove.

(1088) Protection for small vessels in W weather is available off the entrance to Gunners Cove in 17 fathoms. Rocks and reefs on both sides of the cove restrict the swinging room. Larger vessels can anchor farther off the cove in 28 fathoms, sand bottom. The anchorage on the SW coast of Little Sitkin Island offers protection from NE weather.

(1089) Fair anchorage during S weather can be had 2 miles E of **Krysi Point**, the W end of Rat Island, in 28 fathoms. The slope between the 20- and 30-fathom curves is less abrupt at this anchorage than elsewhere along the N coast; however, the bottom is irregular inside the 20-fathom curve.

(1090) A good anchorage in N and E weather is 1.2 miles offshore midway along the S coast of Rat Island in 17 to 25 fathoms. The anchorage is 0.8 mile NW of the offshore group of rocky islets, 20 feet high, that is the dominant feature along this coast. Approach the anchorage from the SW, passing 0.6 mile W of the islets.

(1093) The passage between Davidof Island and Khvostof Island is partially blocked by small and rugged **Pyramid Island**. The openings on either side of Pyramid Island are narrow and foul, and have extremely heavy kelp. The blocked passage helps protect **Crater Bay**, NE of Pyramid Island from SE to SW weather. Use of Crater Bay is restricted by a 2½-fathom shoal 0.6 mile N of Pyramid Island. The part of the bay between Pyramid Island and Davidof Island is clear but too deep for anchorage except close under the shore of Davidof Island, where small craft can find excellent protection. Small craft can also anchor, with limited swinging room, close under the NE shore of Khvostof Island. Large vessels can anchor, free from tidal current, just inside the 30-fathom curve midway between the N end of Khvostof Island and the knife-edged pinnacle off the N end of Davidof Island.

(1099) **Segula Pass**, between Segula Island and McArthur Reef, is wide, deep, and clear. Courses through the pass should be shaped to clear Segula Island by at least 1 mile and McArthur Reef by at least 2 miles.

(1100) **McArthur Reef**, 8 miles W of Segula Island and about the same distance E of Kiska Island, is a **menace to navigation**. The reef is about 0.8 mile in diameter, it does not uncover, and it does not break continuously even in a moderate swell at low water. The reef is not readily visible except close aboard, and then can be identified only by a small area of slick water surrounding kelp.

(1102) **Krysi Pass**, between Rat Island and Sea Lion Rock, has a jagged ridge covered in some places with only 2 to 4 fathoms that extends across it. The pass is not recommended.

(1104) **Sea Lion Pass**, between Sea Lion Rock and Tanadak Island, has depths of more than 20 fathoms over a 2-mile width near the middle. Sea Lion Rock is an uncertain target except in calm weather. Tide rips dangerous to small vessels may occur in the pass during spring tides. Tidal currents of 4 knots have been observed.

(1109) **Sirius Point** is a jutting rock ledge at the N tip of Kiska Island, and the coast for more than 2 miles in either direction is formed of irregular, steep, rock cliffs and minor points. Deep water extends to within 0.5 mile of the shore. The sharp rocky point at the NE corner of the island is topped by a hill conspicuous from the NW and SE.

(1112) **Northeast Rocks**, with a high point of 115 feet, and **Haycock Rock**, a lone 113-foot pinnacle 1 mile to the S, are 0.4 mile off the coast E of the volcano. These rocks mark the outer limits of an extensive foul area and are excellent landmarks for visual or radar navigation. Behind Northeast Rocks is a prominent red bluff which is frequently visible when the other parts of the island are obscured by low clouds or fog.

(1113) Between Haycock Rock and Sredni Point, 2.5 miles to the SW, is **Sredni Bight**, an open bight that affords good shelter from NW weather in 15 to 20 fathoms, sandy bottom, 0.7 to 0.9 mile from the beach. The anchorage may be entered on a course of **285°**, heading for the end of the bluff that marks the S side of the small, sandy beach at the head of the bight. Moderate williwaws may be expected, and swells enter the anchorage after a storm in the Bering Sea.

(1115) **Reynard Cove**, 2 miles SW of Sredni Point, is blocked by a reef that extends nearly the entire width just inside the entrance.

(1116) **Salmon Lagoon**, 2 miles SW of Reynard Cove and the same distance N of Kiska Harbor, can be entered with a pulling boat at high water, but the channel through the low, sand, outer beach is sometimes closed and often shifts position.

(1120) **Sobaka Rock** is 1.4 miles 155° from Vega Point. About 2.4 miles due W of the rock is a 2½-fathom shoal. Because of possible set by currents, particular care is necessary to avoid this shoal in rounding the S end of Kiska Island. Heavy tide rips occur in this area.

Table of Selected Chart Notes

Corrected through NM Jan. 15/05
Corrected through LNM Jan. 4/05

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:80,000 at Lat. 51°56'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

For Symbols and Abbreviations see Chart No. 1

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 5.655" southward and 10.264" westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

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LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary
EXAMPLE: 9990-X

RATES ON THIS CHART

9990-X 9990-Y 9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Navigation r
Chapter 2, U.S.
revisions to Cha
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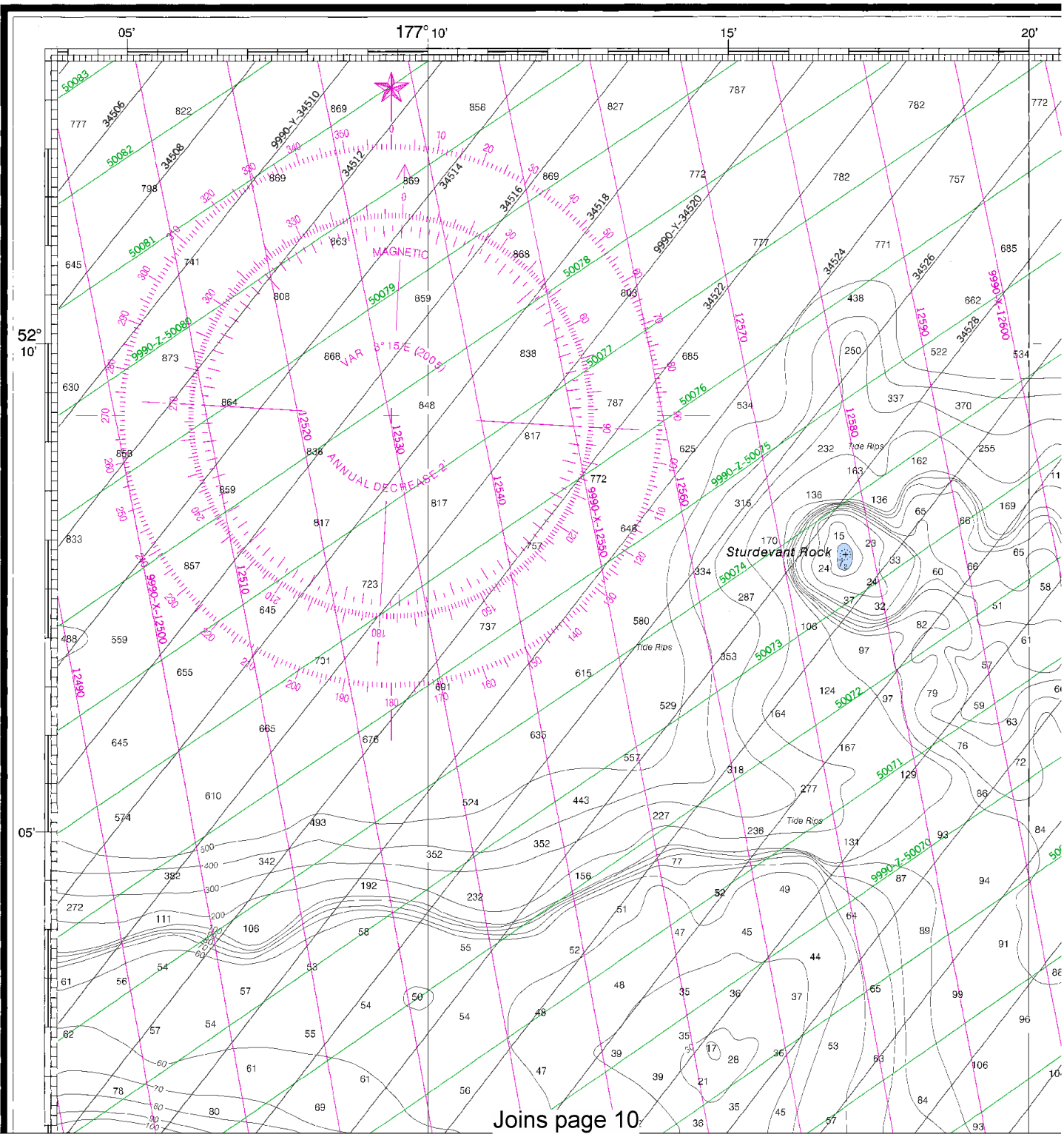
in Juneau, Alaska
Engineer, Corps
Alaska.
Refer to chart

16441

LORAN-C OVERPRINTED



Joins page 10

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

North

4

NOTE A

n regulations are published in
S. Coast Pilot 9. Additions or
Chapter 2 are pub ished in the
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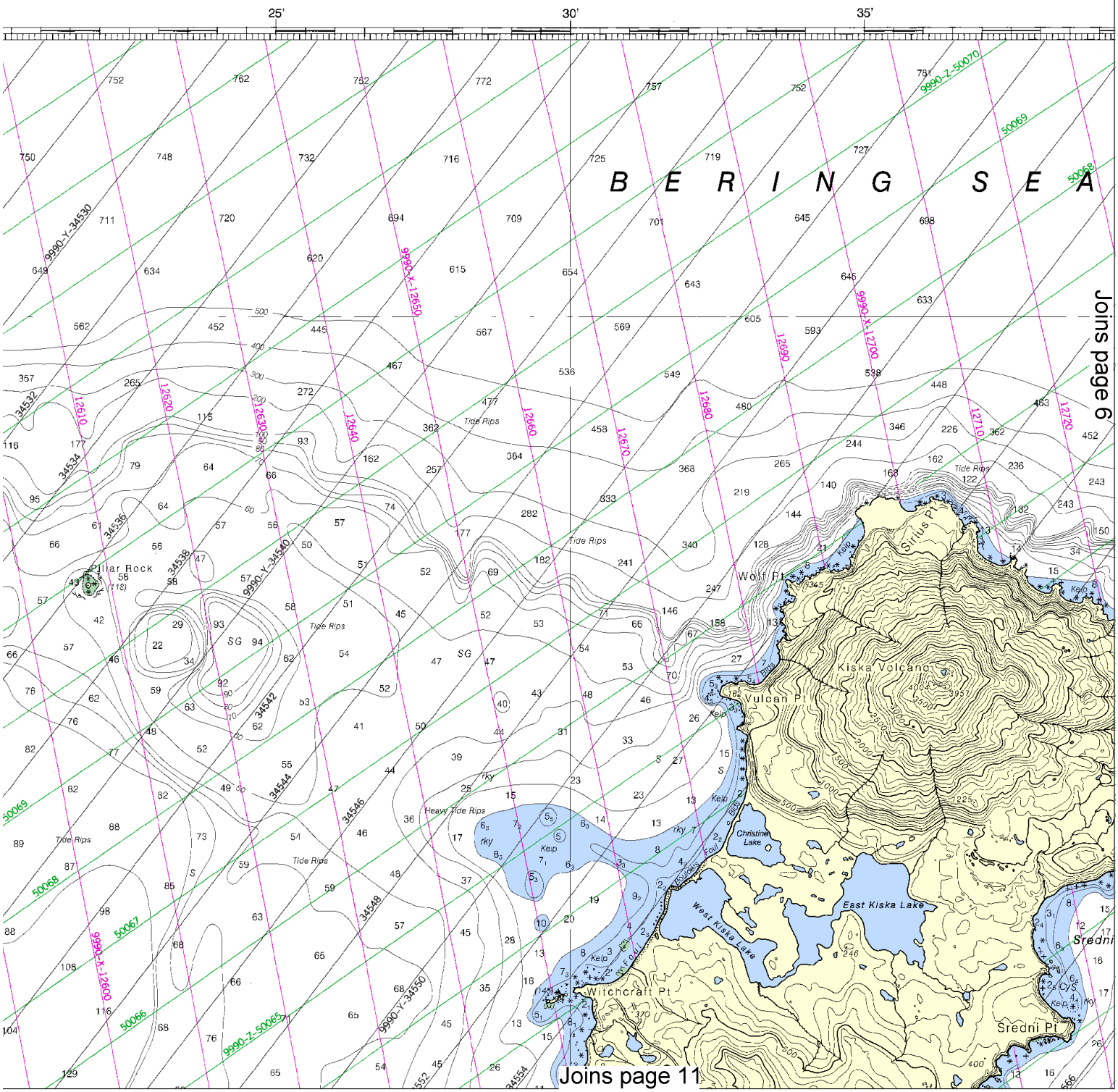

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

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EXPLANATION
NCY 100kHz
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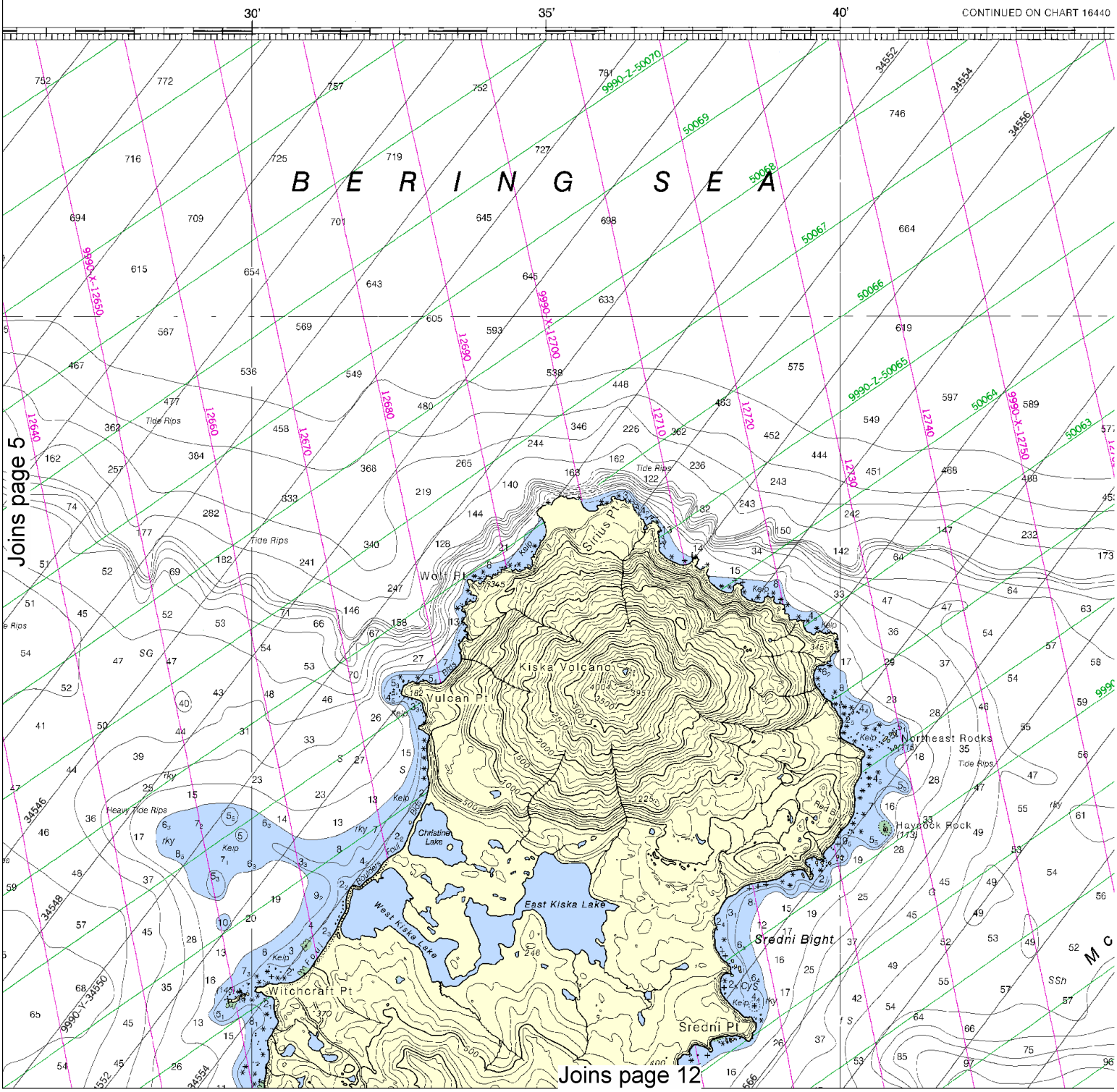
UNITED
ALASKA-ALEUTIAN I
KISKA ISLAND A
1st Ed., May 194

30' 35' 40'

CONTINUED ON CHART 16440



North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

STATES

ISLANDS-RAT ISLANDS
AND APPROACHES

1944 KAPP 2481

Mercator Projection
Scale 1:80,000 at Lat. 51°56'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

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HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
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For Symbols and Abbreviations see Chart No. 1

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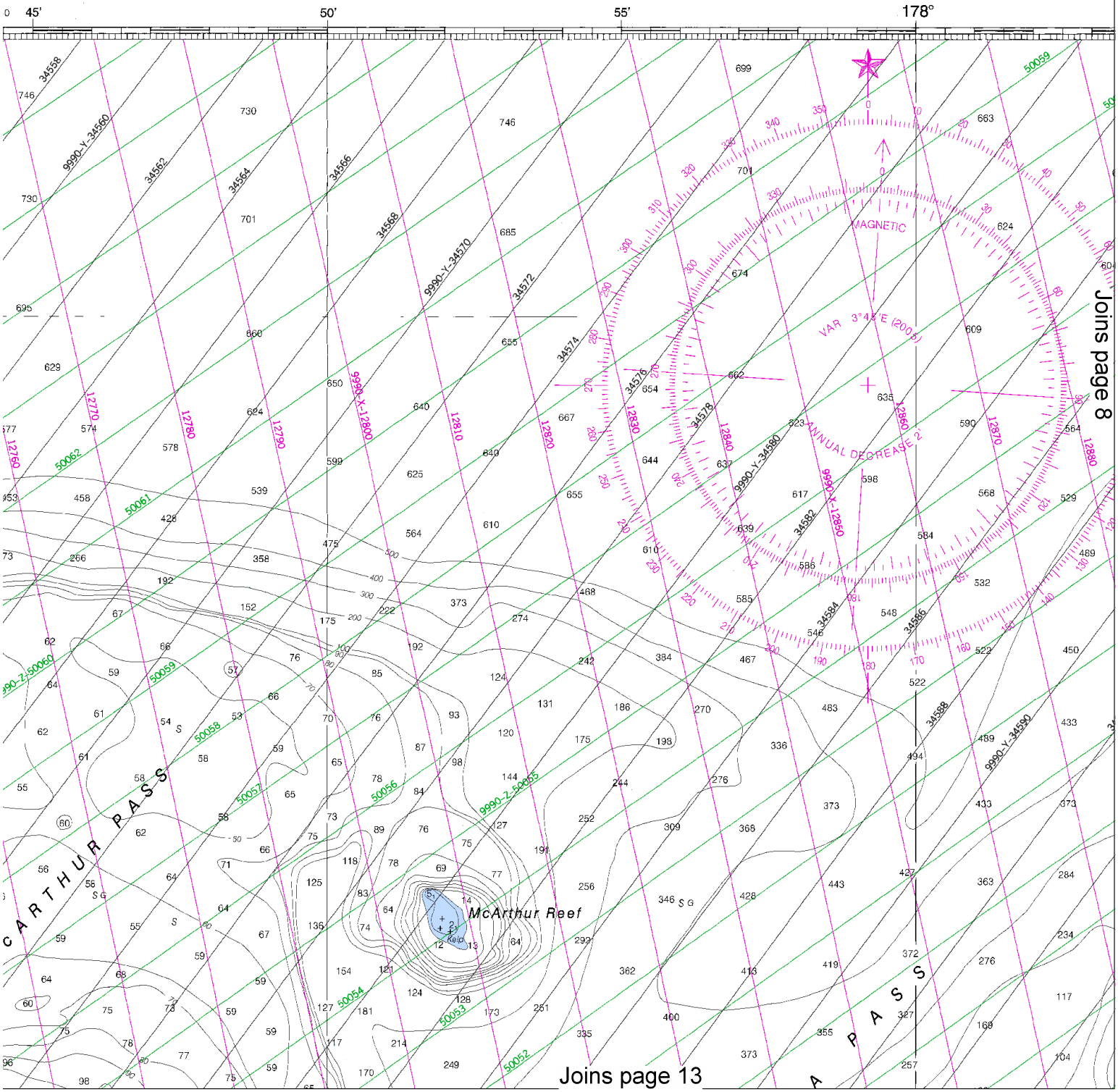

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0511 2/1/2011,
NGA Weekly Notice to Mariners: 0611 2/5/2011,
Canadian Coast Guard Notice to Mariners: 0111 1/28/2011.

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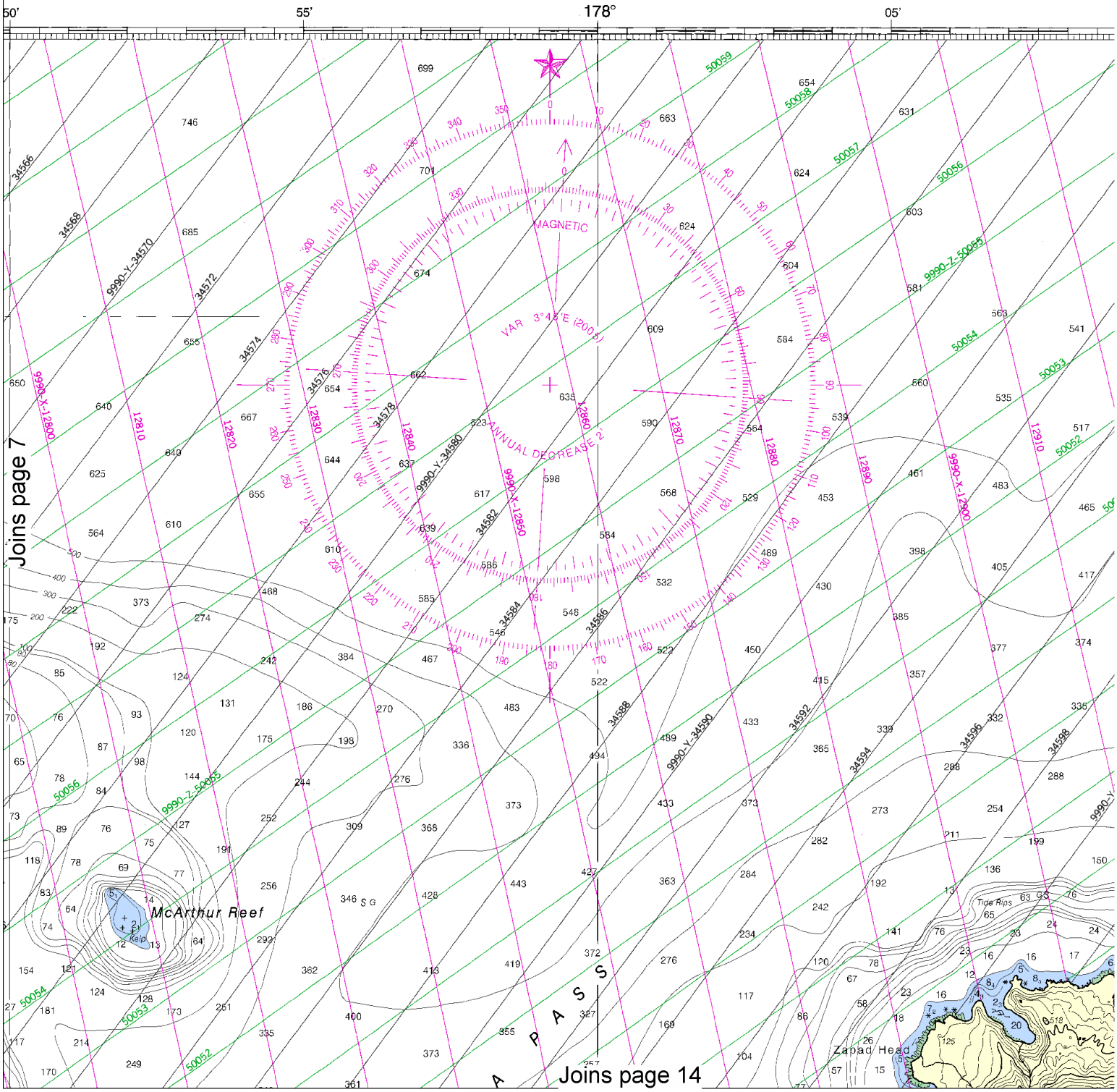
TIDAL INFORMATION

Place		Height refer
Name	(LAT/LONG)	Mean Higher High Water
		feet
Kiska Harbor, AK	(51°59'N/177°33'E)	3.6

(Apr 2004)

50' 55' 178° 05'



8

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

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ferred to datum of soundings (MLLW)		
Mean High Water	Mean Low Water	Extreme Low Water
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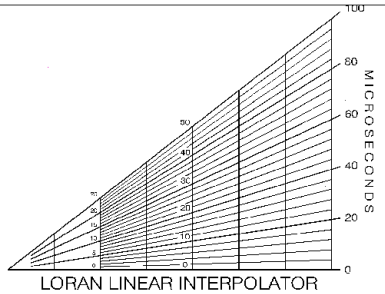

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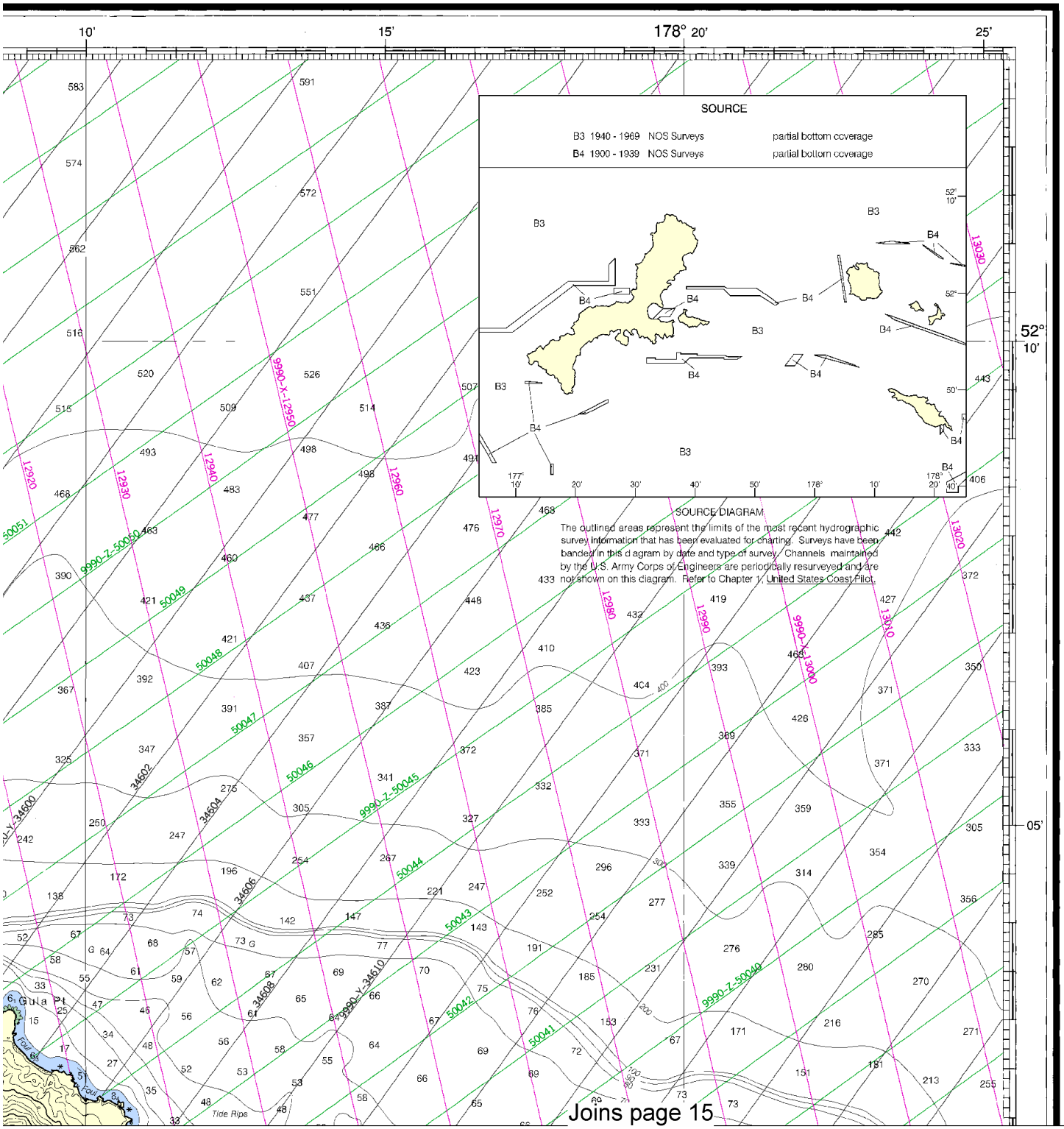

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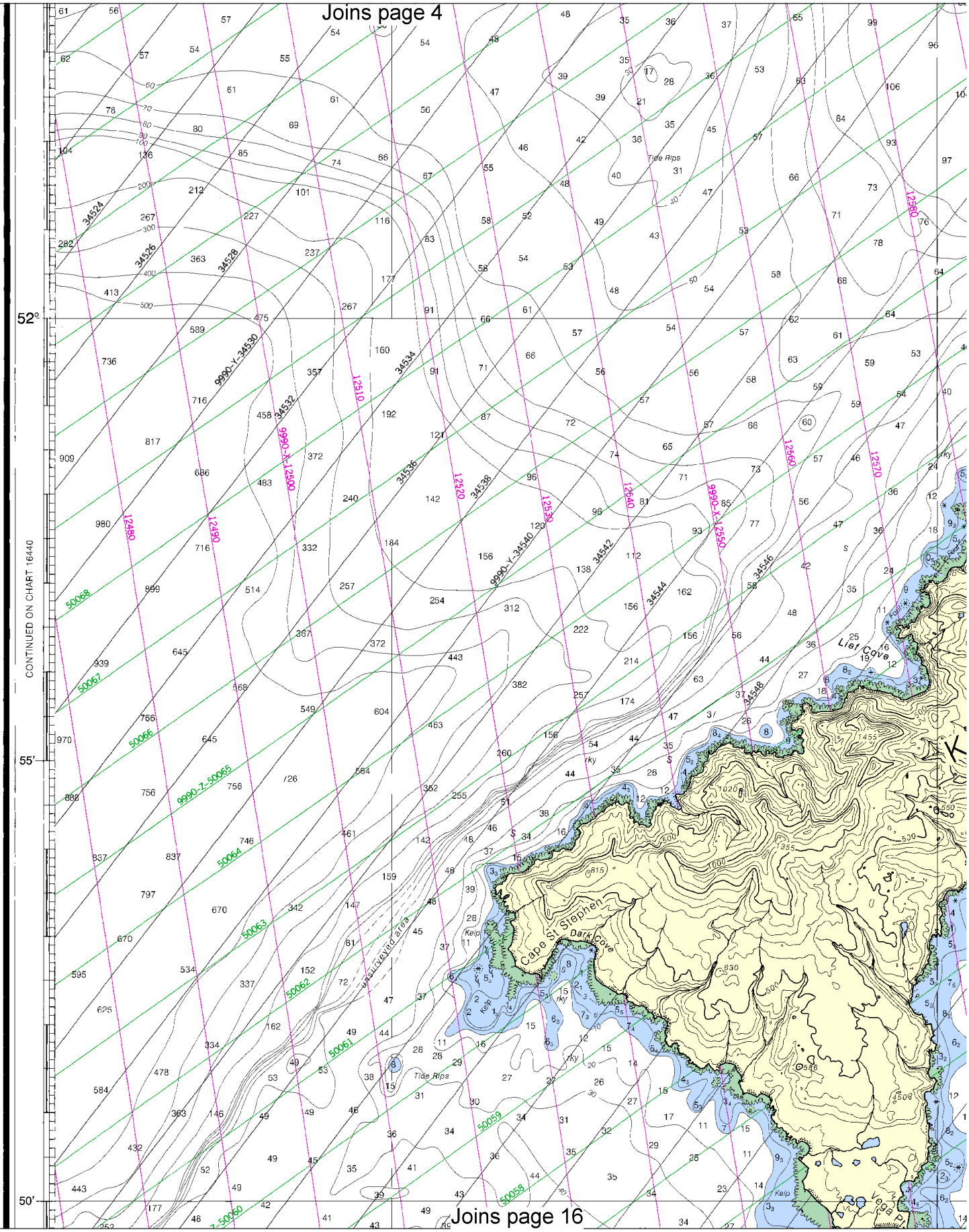
Joins page 4



Joins page 16

10

North

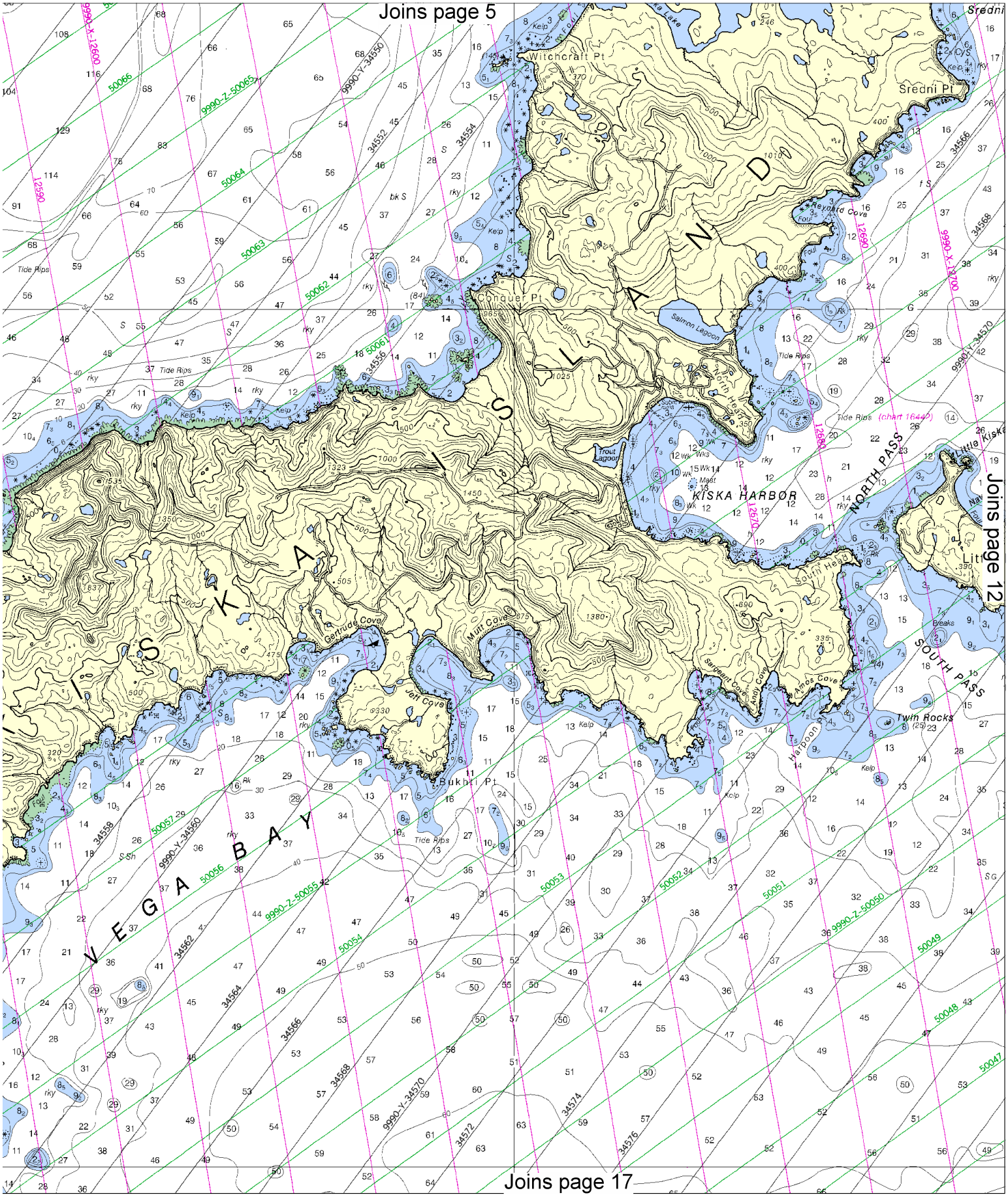
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

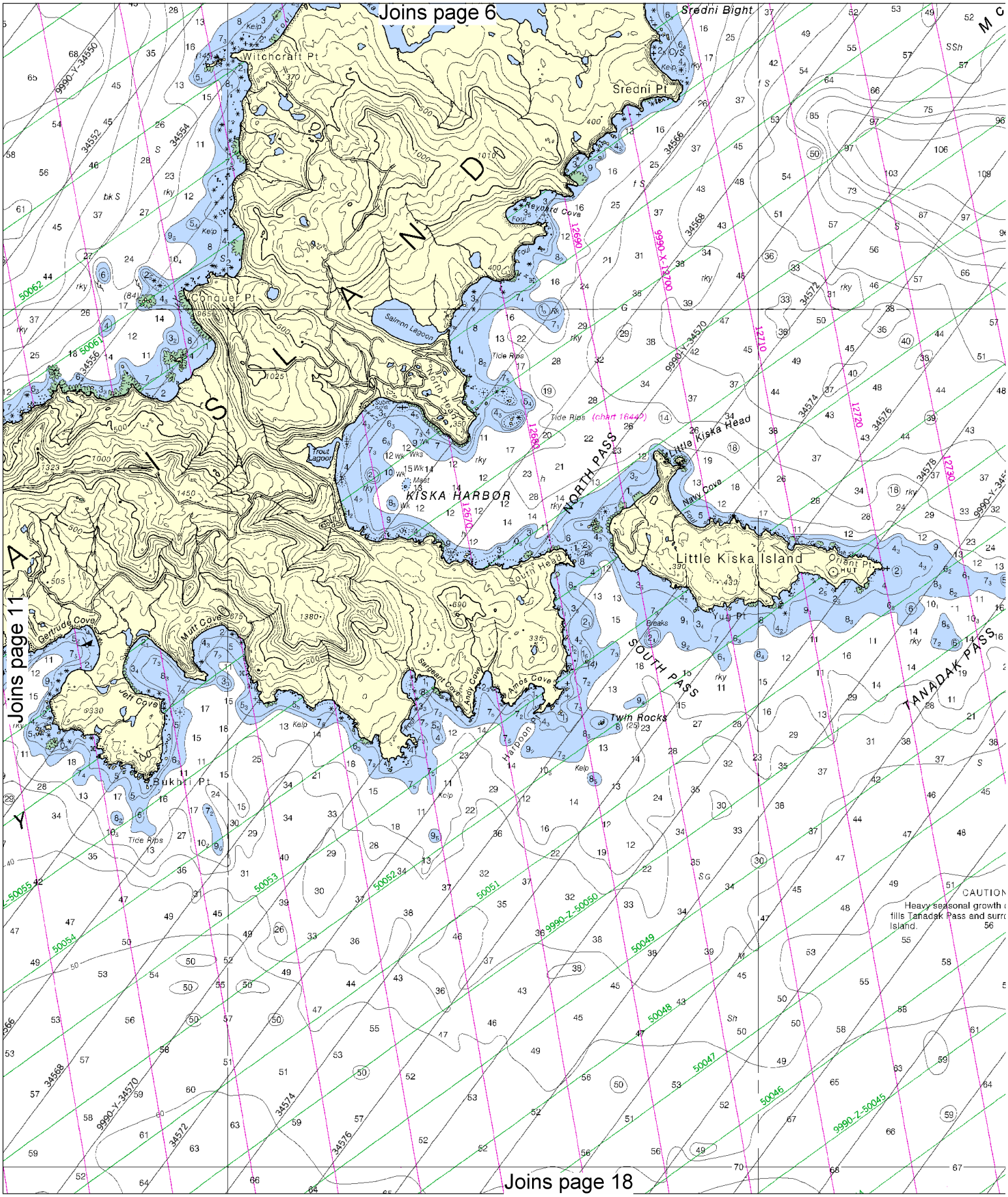
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 5
Witchcraft Pt
Sredni Pt
Conquer Pt
Salmon Lagoon
North Head
Tide Rips
Trout Lagoon
KISKA HARBOR
NORTH PASS
SOUTH PASS
Little Kiska
Gertrude Cove
Mutt Cove
Jeff Cove
Sergeant Cove
Andy Cove
Anna Cove
Twin Rocks
Harpoon
Bukhti Pt
VEGA BAY
Joins page 12
Joins page 17



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Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

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Yards

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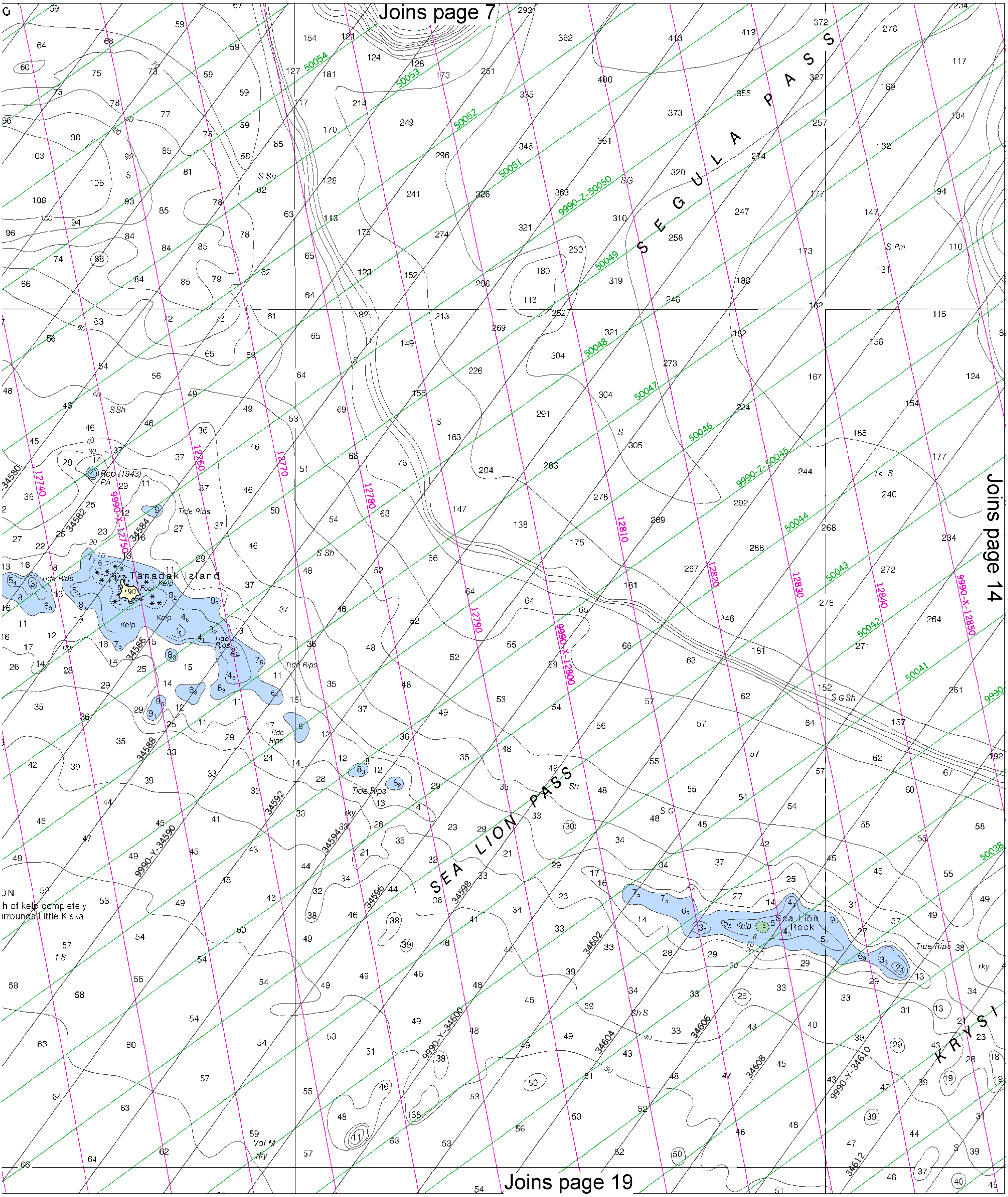
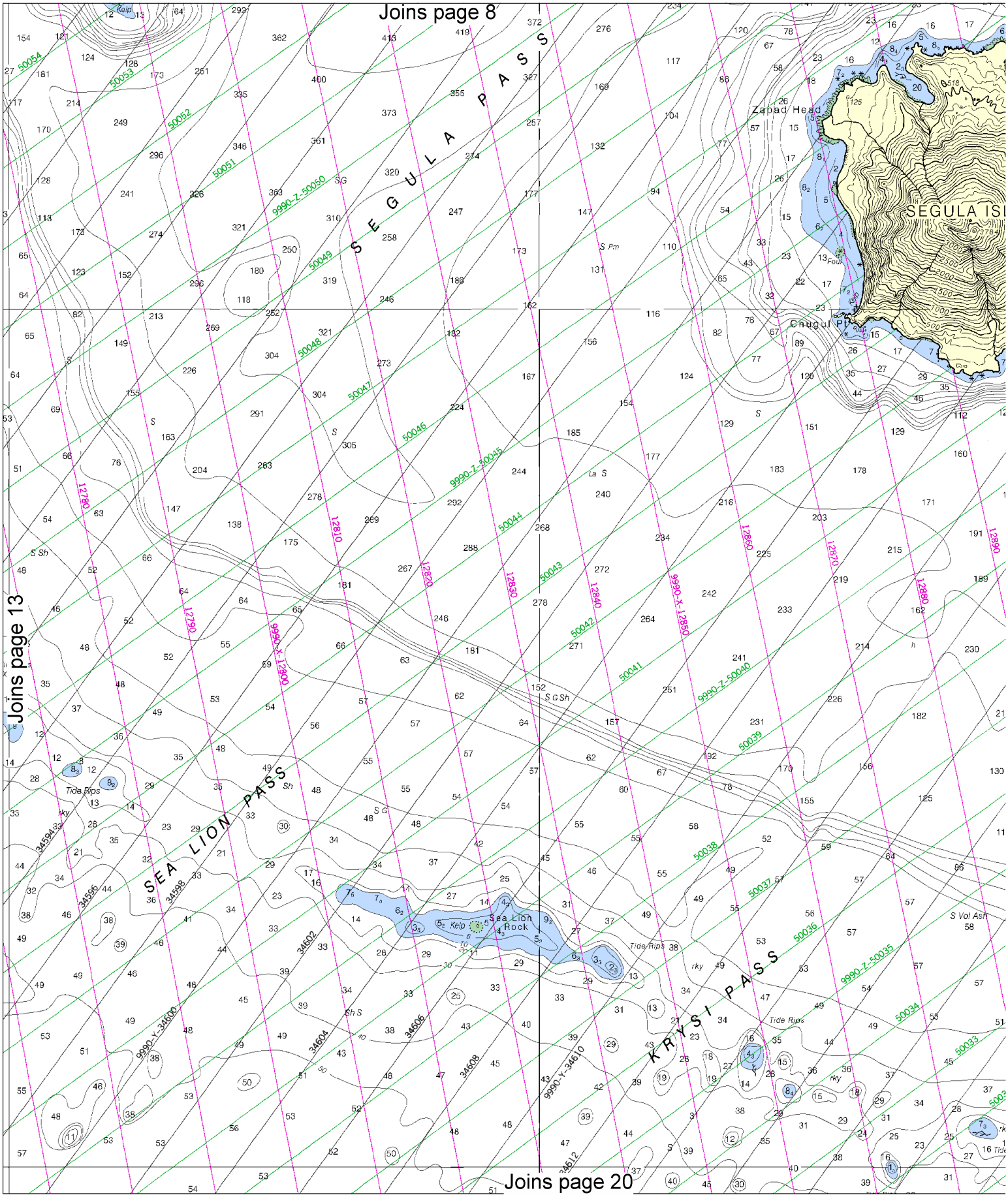


Joins page 7
SEGULA PASS
Joins page 14
Tanadak Island
SEA LION PASS
Sea Lion Rock
KRYSI
Joins page 19



North

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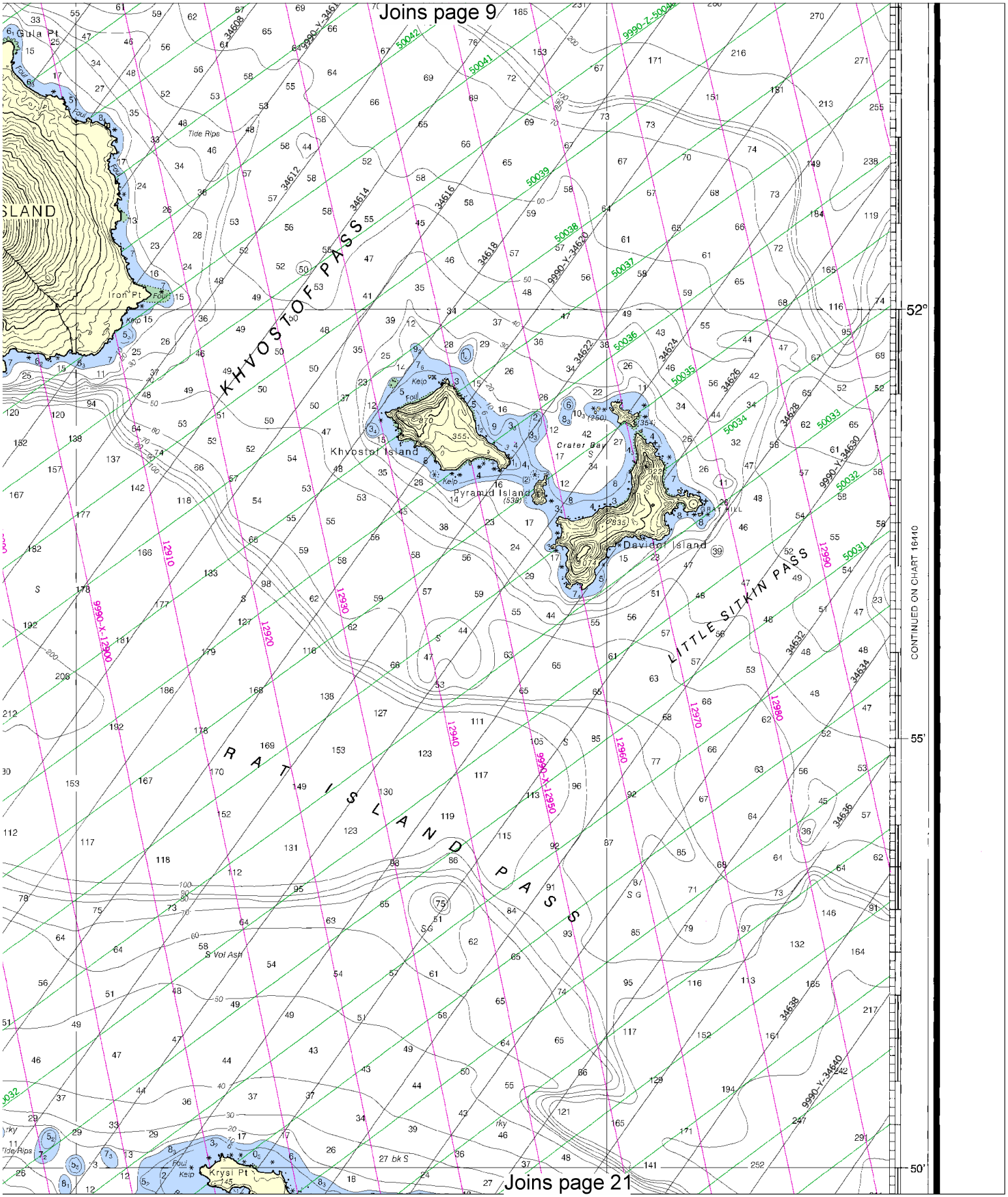
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 9
Gula Pt
Iron Pt
Kelp
Foul
Tide Rips
KHVOSTOF PASS
Khvostof Island
Pyramid Island
Crater Bay
Davidof Island
LITTLE SITKIN PASS
RAT ISLAND PASS
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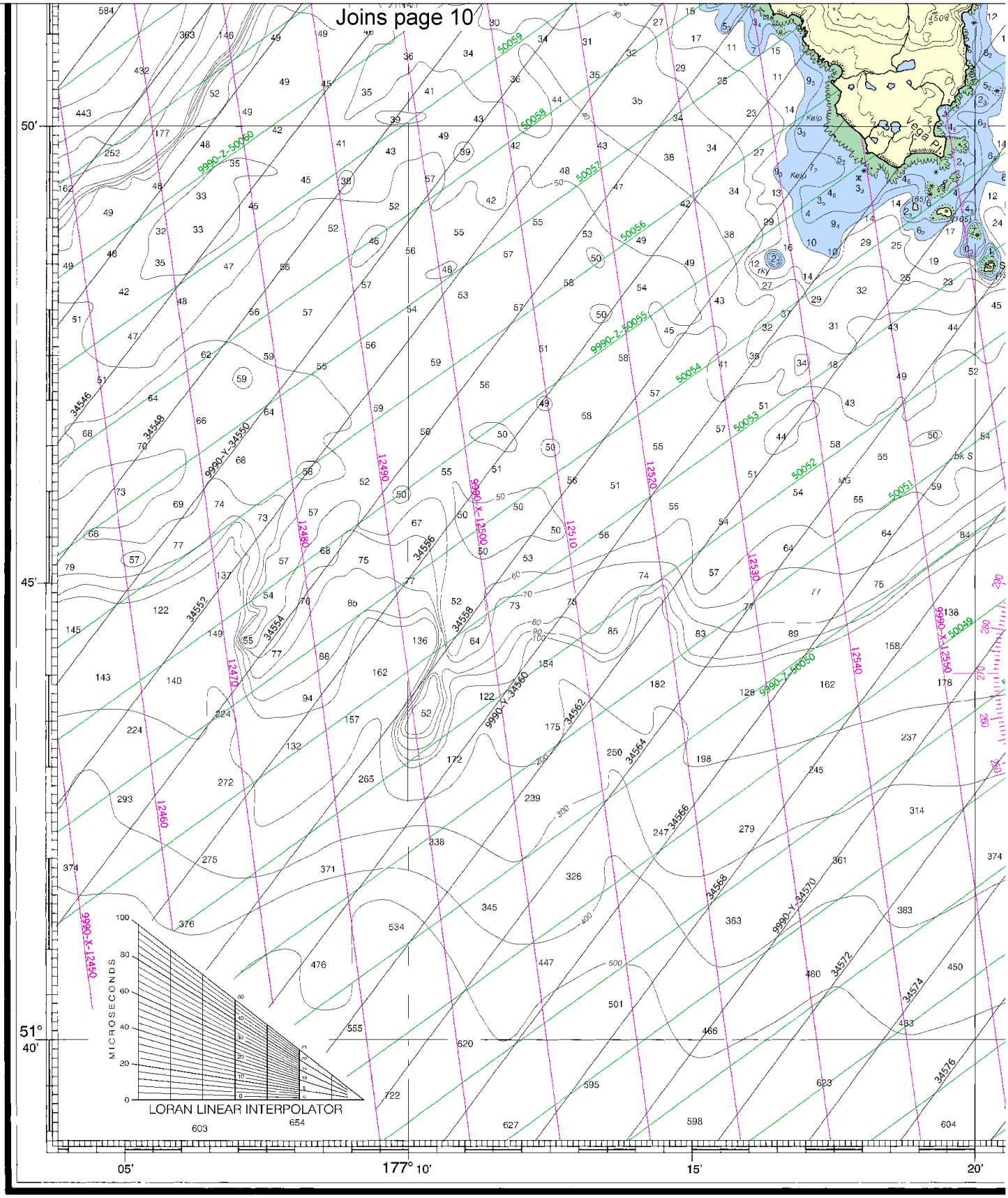
Krysi Pt
27 bk S
Joins page 21
CONTINUED ON CHART 16410
52°
55'
50'



8th Ed., Jan./05 ■ Corrected through NM Jan. 15/05
Corrected through LNM Jan. 4/05

16441

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) i rd distr ct to the dates shown in tl

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO subsequent to the NM corrected through date corner, is available from the Chief, Marine Cha Ocean Service, NOAA, Silver Spring, Maryland :

16

North

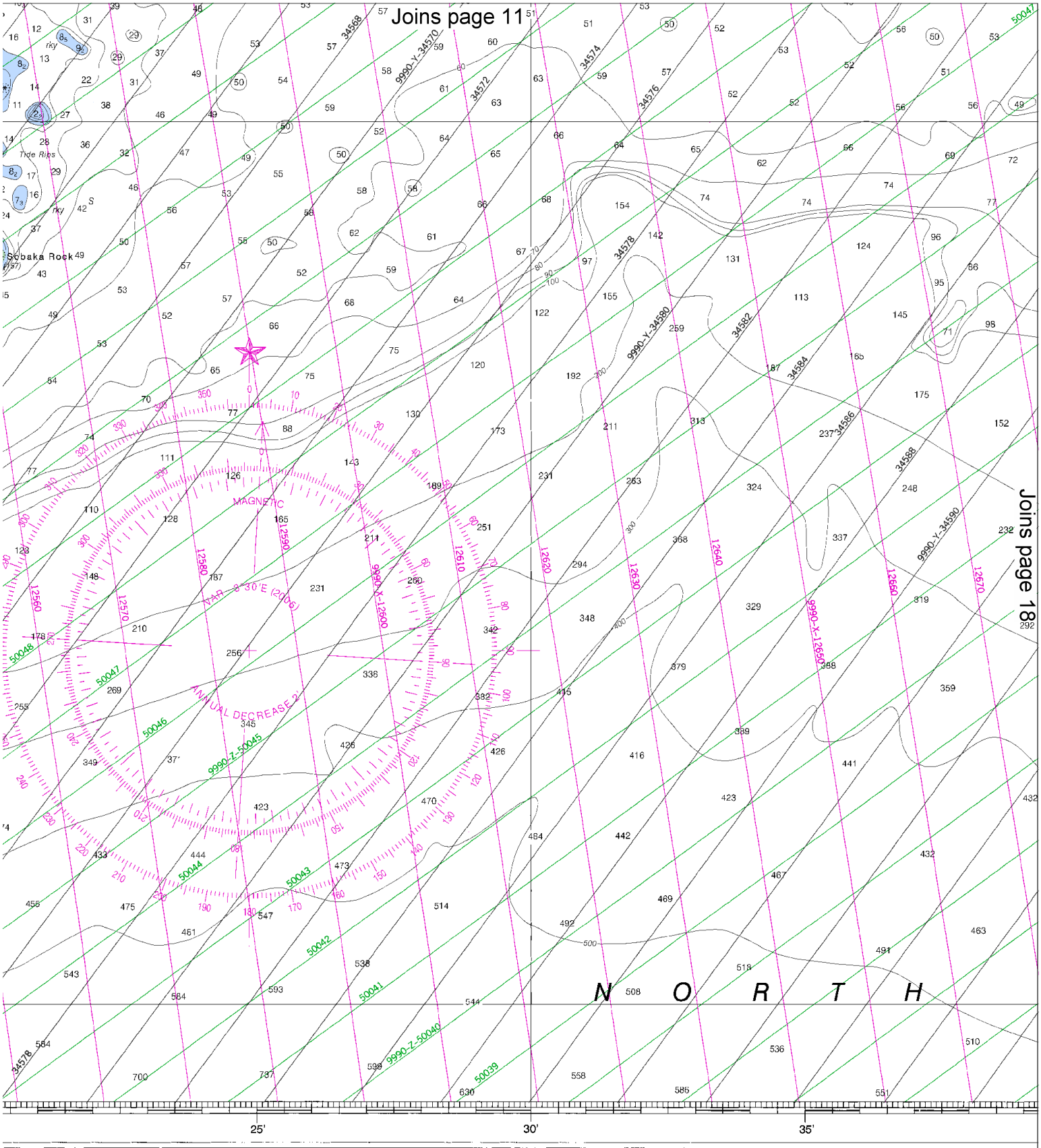
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



CE

O MARINERS (NM) corrections
te shown in the lower left hand
hart Division (N/CS2), National
d 20910-3282.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
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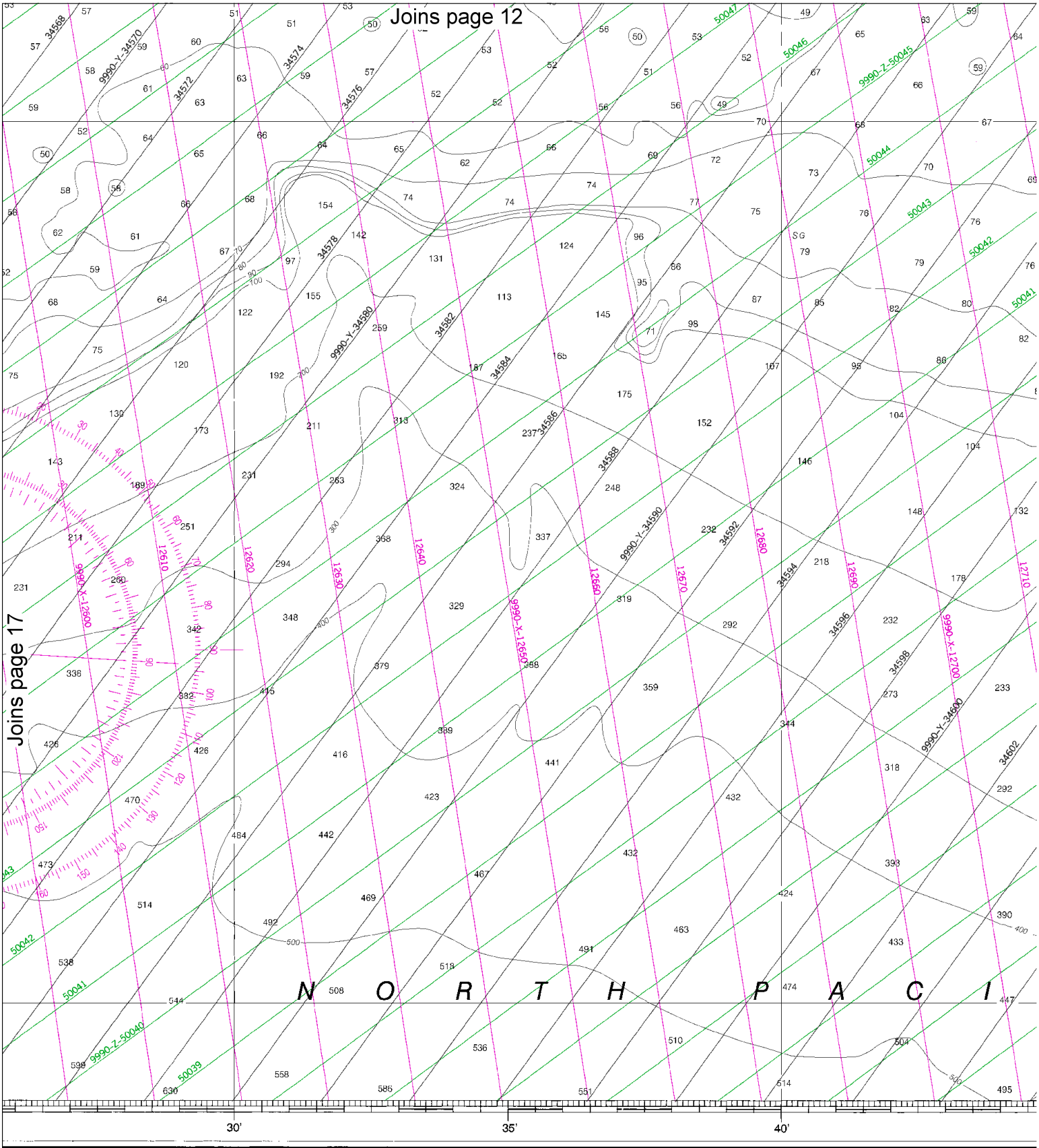
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or Coast Guard facility if telephone com-
ssible (33 CFR 153).



COLREGS, 80.1705 (see note A)
s for Preventing Collisions at Sea, 1972.
hart falls seaward of the COLREGS Demarcation Line.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll to the nearest U.S. Coast Guard facility if telephon munication is impossible (33 CFR 153).

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Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
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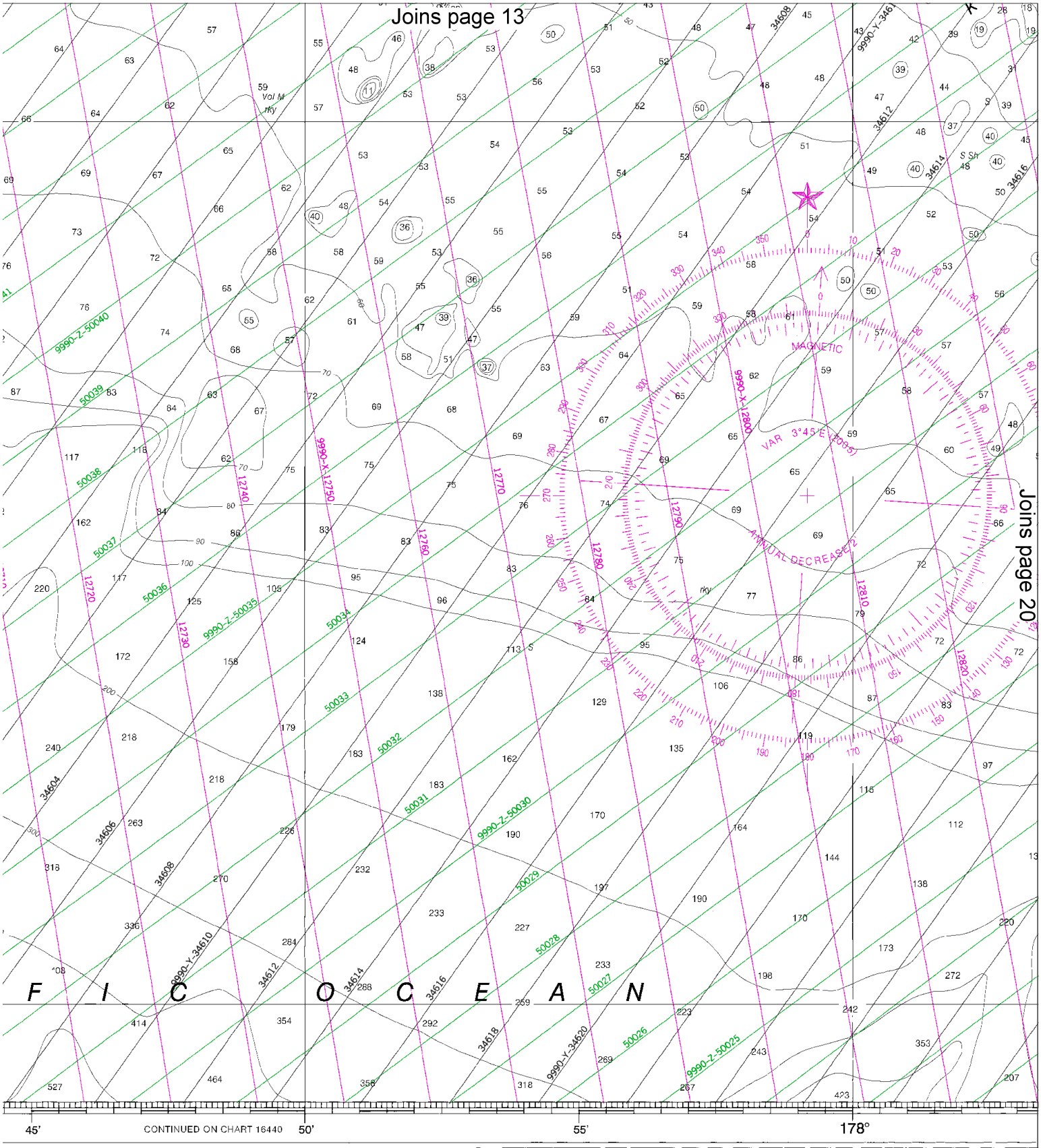

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SOUNDINGS I
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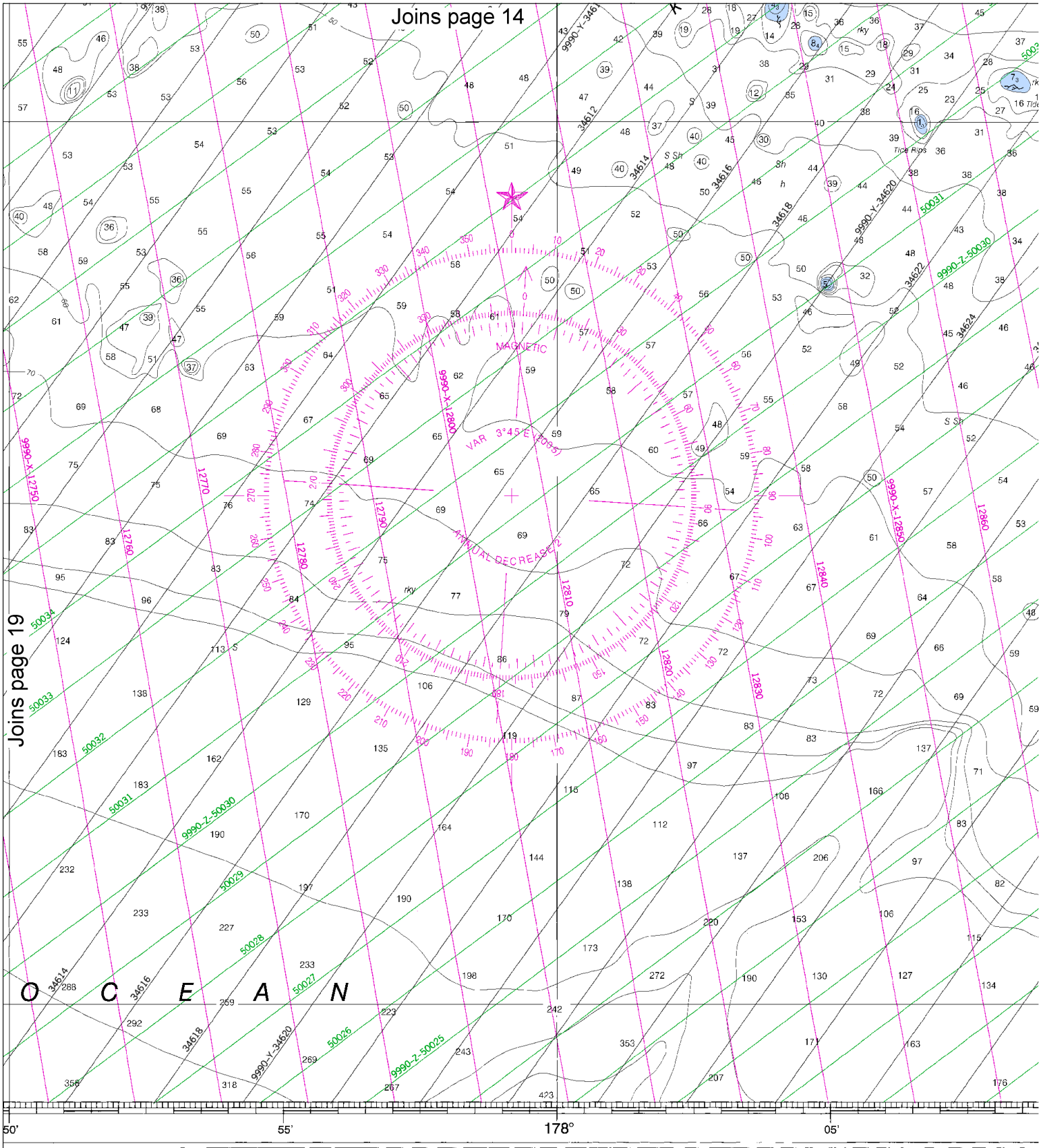


SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

FATHOMS
FEET
METERS

North

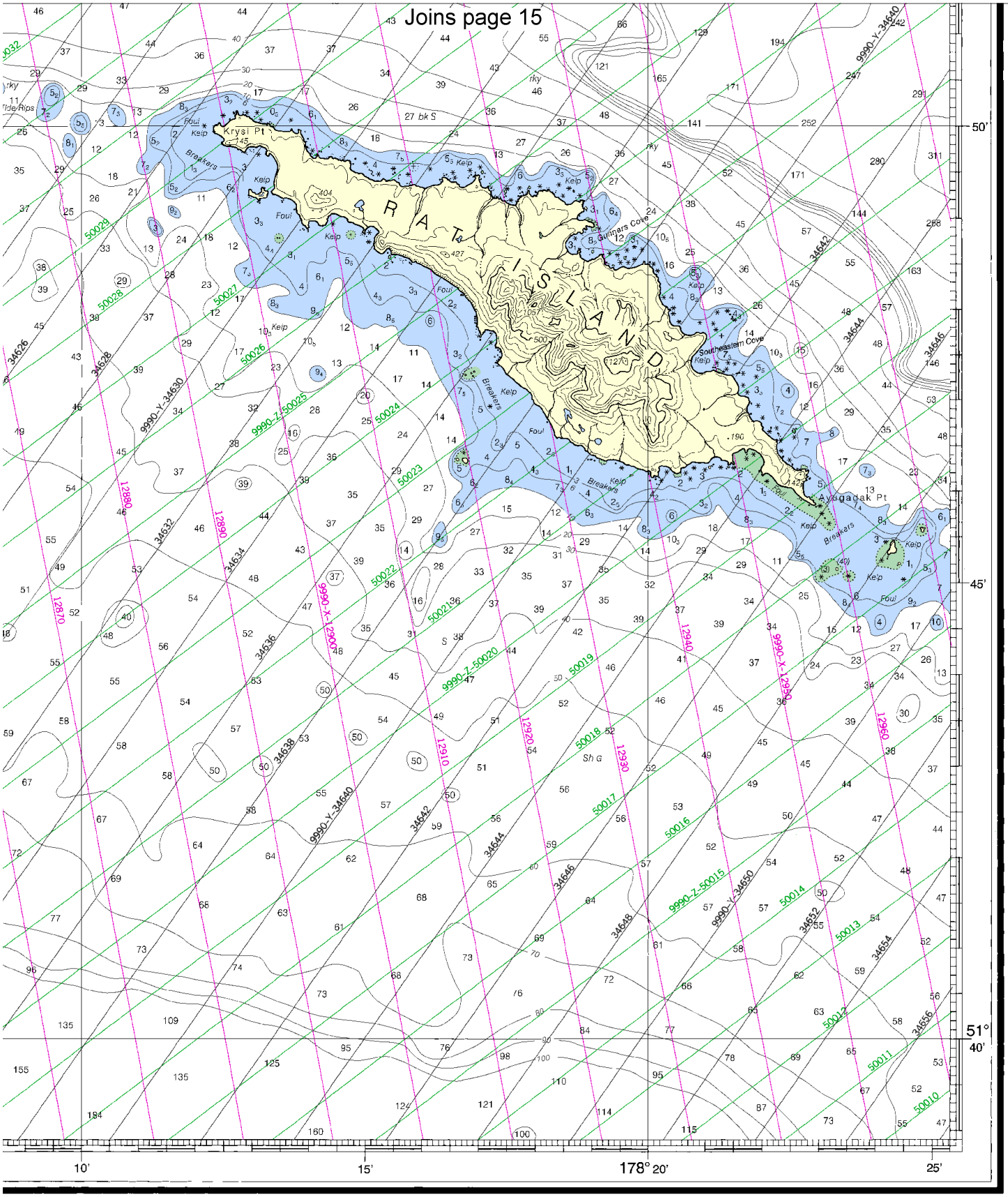
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



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SOUNDINGS IN FATHOMS - SCALE 1:80,000

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.